BY ORDER OF THE COMMANDER
AIR FORCE MATERIEL COMMAND

AFMC INSTRUCTION 21-117

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Maintenance

CORROSION CONTROL AND PREVENTION PROGRAM AND MARKING OF AEROSPACE VEHICLES/EQUIPMENT

OPR: HQ AFMC/LGM (SMSgt Gerard A. Mongelli)
Certified by: HQ AFMC/LGM (Col Kenneth M. Lewandowski)
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This instruction implements AFPD 21-1, *Managing Aerospace Equipment Maintenance.* This instruction provides policy and objectives and assigns responsibilities for implementing and maintaining an effective corrosion prevention and control program for aerospace system, equipment, and components in AFMC. It specifies responsibilities performed at each level of command and implements guidance presented in AFI 21-105, *Aerospace Equipment Structural Maintenance,* AFOSH 127 series, T.O.'s 1-1-691 and 1-1-689, command instructions, and the specific aircraft -23 technical orders. This instruction also provides guidance for applying command approved non-USAF standards, and aircraft markings and describes markings of aerospace ground support equipment (AGE). This instruction does not apply to Air Force Reserve, Air National Guard or Air Logistic Centers (ALC) or Aerospace Maintenance and Regeneration Center (AMARC).

SUMMARY OF REVISIONS

This revision aligns this publication under AFI 21-101, *Maintenance Management of Aircraft,* and AFI 21-105. The areas of responsibilities of specific corrosion manager levels, along with the instruction for cleaning, marking and painting of aerospace equipment have been updated.

1. General. A relationship exists between preventing and controlling corrosion on aerospace equipment. Corrosion will decrease if we increase our efforts in corrosion prevention. At the field level the best and most economical means to corrosion prevention is frequent cleaning in conjunction with periodic maintenance painting (touch-up) and frequent corrosion inspections. Prevention is the key to an effective corrosion control program; therefore, strict adherence to corrosion prevention polices is essential. USAF technical instructions for corrosion prevention, detection, treatment, and protection furnish general guidance concerning application of the AFMC corrosion prevention and control program. The applicable USAF or commercial weapon system equipment manuals include inspection frequencies and maintenance requirements of specific weapon systems and equipment. Apply paint schemes/configuration and USAF standard aircraft markings according to T.O. 1-1-4 and applicable weapon system particular

T.O.'s. There is no authorization to deviate from the requirements of this instruction without prior approval of HQ AFMC/LGM.

2. MAJCOM Program Management Responsibilities. HQ AFMC/LGMA is assigned corrosion control manager responsibilities. In addition to the responsibilities in AFI 21-101 and AFI 21-105, the corrosion manager will:

2.1. Review Air Force publications concerning corrosion prevention and control for adequacy and coordinate with appropriate agencies.

2.2. Develop and issue technical and administrative instructions on the AFMC corrosion control program

2.3. Submit comments and recommendations based on experience to agencies responsible for the conception, definition, and acquisition of Air Force material.

2.4. Coordinate within AFMC on the development and testing of corrosion control techniques and material.

2.5. Communicate with Air Education Training Command (AETC) on the training curriculum. HQ AFMC/LGMA will coordinate on training matters that effect AETC developed course.

2.6. Represent the command at Aircraft Structural Maintenance Executive Working Group meetings and during the worldwide program managers conference.

3. Wing/Group Corrosion Manager Responsibilities.

3.1. The wing/group commander will designate a corrosion control manager. Submit name, functional address, office symbol, DSN, and FAX to HQ AFMC/LGMA. This manager will serve as the intermediate command focal point for the corrosion control program.

3.2. Monitor subordinate units compliance with applicable provisions of AFI 21-101 and this instruction.

3.3. Review base requirements for training, facilities, equipment and materials to support the corrosion program.

3.4. Develop and submit to HQ AFMC/LGMA comments and recommendations for improvement of the corrosion program.

3.5. Supplement AFMC corrosion control directives, as required to maintain a sound corrosion control program. Forward a copy of these supplements to HQ AFMC/LGMA.

3.6. When possible, attend the Corrosion Prevention Advisory Board (CPAB) for assigned weapon systems.

3.7. Coordinate with each flying and maintenance squadron on CPAB action items and submit these items to HQ AFMC/LGMA when tasked.

4. CPAB.

4.1. AFI 21-105 authorizes a CPAB for all aircraft. The purpose of CPAB is to investigate specific airframe corrosion related problems, evaluate procedures, and make appropriate recommendations.

4.2. Membership includes representatives from AFMC, other MAJCOMs, individual ALCs, and wing/groups.

4.3. Although the CPAB is primarily advisory in nature, its findings and recommendations represent the consensus of the board members. The applicable organizations will take action to implement the CPAB approved resolutions.

4.4. The CPAB, with HQ AFMC/LGMA notification, may make visits to AFMC units.

5. Cleaning and Washing of Aircraft.

5.1. The AFMC Logistics Group (LG), Operation Group (OG), and Maintenance Squadron (MS) commanders will establish and enforce procedures and controls to ensure accomplishment of exterior and interior aircraft cleaning cycles IAW T.O. 1-1-691 with approved cleaners. Due to many units being located or operating in severe corrosion environments and accomplishing low level flights over salt water, strict adherence to scheduled aircraft washes is necessary for a sound corrosion prevention and control program.

5.2. A complete exterior wash will be accomplished prior to each isochronal or phase inspection.

5.3. After each wash lubricate the aircraft IAW the weapon system technical order.

5.4. Units with aircraft operating near or over salt water will develop local procedures to ensure clear water rinse requirements in T.O. 1-1-691 are met. Units will provide a copy of their procedures to HQ AFMC/LGMA for use in cross-talks and command-wide dissemination of ideas.

5.5. All AFMC aircraft on temporary assignment for a period of 10 days or longer in a severe corrosive environment will have a complete wash and after-wash corrosion inspection by structural maintenance personnel within 15 days upon return to home station.

6. Prevention.

6.1. All maintenance personnel, regardless of AFSC, are responsible for identifying corrosion. Upon discovery of corrosion discrepancies that may affect aircraft structural integrity, safety of flight, or equipment serviceability beyond the using organi-zation's capability to correct, a structural maintenance specialist will be dispatched to evaluate the discrepancy. Enter all discrepancies noted during these inspections on the maintenance forms and CORE Automated Maintenance System (CAMS).

6.2. Aircraft avionics systems and instruments are extremely critical for safety of flight and are no less susceptible to corrosion than any other portion of the aircraft. All avionics work sections must be familiar with, and have available for use, T.O. 1-1-689/NAVAIR 16-1-540. It is the responsibility of avionics maintenance personnel to inspect and clean the pins and sockets of disconnected electrical connectors, LRUs, and inside equipment drawers, etc., for corrosion. When corrosion is identified beyond the capability of the shop to correct, request assistance from the structural maintenance shop.

6.3. It is not economical to treat hardware (screws, nuts, bolts, clamps, etc.) for corrosion. When available, replace any corroded hardware.

7. Corrosive Chemical Substance.

7.1. A corrosive chemical spill aboard an aircraft is one of the most potentially hazardous situations encountered by maintenance and aircrew personnel.

7.2. When a corrosive chemical leak or spill occurs aboard an AFMC aircraft, immediately perform neutralization and clean-up of the chemicals upon landing IAW AFJMAN 24-204, *Preparing Hazardous Materials for Air Shipment.* Each unit involved will annotate the debriefing check sheets to ensure prompt notification of the structural maintenance shop. Make entries in the aircraft forms as to what type of chemicals were spilled, area contaminated, specific neutralization procedures, and results of corrosion inspection. Expeditious chemical neutralization is essential to prevent any structural damage. After neutralization, perform a comprehensive corrosion inspection of the affected area.

7.3. Clean aircraft and equipment soiled with fire extinguishing materials as soon as possible after exposure. Do not allow fire extinguishing residue, such as bromochoromethane (CB) or dibromodiflоromethane extinguishing materials to remain on the equipment for a period exceeding 4 hours. T.O. 1-1-691 contains specific agent removal procedures. If the aircraft or equipment is impounded as a result of an accident, the accident investigation board shall consider the rapid corrosive attack of the fire extinguishing material. They will release the aircraft for removal of this material at the earliest possible time consistent with the accident investigation. Prompt action in accomplishing this procedure can result in savings of considerable man-hours and materials.

8. Protective Coating. Application of good quality coatings usually provide protection of aircraft and AGE surfaces. There are corrosion prevention compounds (CPC) and many types of inorganic coatings available to protect unpainted metals. Choice of the proper protective coatings depends upon technical order requirements, type of metal, available facilities, environmental conditions, and operating location of equipment. There are many more variables to take into consideration when choosing the proper coating; therefore, structural maintenance personnel must exercise sound judgment. Total repainting of aircraft is not authorized for cosmetic reasons; other reasons may include federal, state, and local environmental restrictions and lack of proper facilities. When corrosion treatment is beyond the unit's capability, request assistance IAW T.O. 00-25-107.

9. AGE.

9.1. The determining factor of the success of an AGE corrosion prevention and control program is the emphasis applied to it. AGE T.O.s (35-1-3) and the applicable equipment T.O.s contain adequate guidance for effective corrosion prevention and control program.

9.2. It is the responsibility of each workcenter supervisor to establish and enforce an effective program for assigned AGE. Schedule all corrosion repair or repainting that is beyond the responsible workcenter's capability to the appropriate shop; those units who do not have the appropriate support shops will notify HQ AFMC/LGMA. The use of sprayable CPC is encouraged.

9.3. Polyurethane topcoat paint systems will be MIL-C-85285, low volatile organic compound (VOC) paints, forest green Federal Standard 595B, color 24052. Primer system should be MIL-P-26915C, Type 1, Class B or MIL-P-23377F, Type 1, Class 2 only. Both of these primers are solvent based and meet the maximum allowable VOC requirements of 2.9 pounds/gallon. Markings of safety, danger, and warnings will be nonreflective red. Caution markings will be nonreflective black, information markings will be non-reflective black and kept to a minimum.

9.4. Reflective tape will be kept to a minimum IAW 35-1-3. Black reflective tape will be used on all AFMC assigned AGE.

10. Training.

10.1. All aircraft maintenance personnel (excluding AFSC 2A7X3 unless performing administrative, supply, or etc., functions for more then one year) will receive corrosion training. Training will be upon arrival at the duty station and then annually.

10.2. Training curricula will include, but is not limited to, corrosion identification procedures and techniques, aircraft and equipment corrosion susceptible areas, reporting and documenting procedures, proper selection and use of sealant, proper selection and use of corrosion prevention compounds.

10.3. Units are highly encouraged to develop their own local training course. Forward a copy to HQ AFMC/LGMA to review all locally developed courses.

11. Marking of Aerospace Vehicles.

11.1. Marking of Aerospace Vehicles. This section provides guidance for applying command approved non-USAF standard, and aircraft markings. Apply paint schemes/configurations and USAF standard aircraft markings according to T.O. 1-1-4 and applicable weapon system peculiar T.O.'s.

11.2. Responsibilities. Unit commanders are responsible for compliance with the provisions of this section.

11.2.1. Do not apply aircraft marking to aircraft unless specifically authorized by HQ AFMC/LGMA, this directive, T.O. 1-1-4, aircraft drawings, or the applicable aircraft T.O.

11.2.2. HQ AFMC/LGMA is the point of contact for aircraft painting and marking.

11.3. Appearance Standards. Maintain aircraft markings and basic paint schemes intact, legible, and distinct in color. Units should rely on touch-up between repairs to maintain the aircraft coating systems.

11.3.1. Units are encouraged to use signmaker equipment with aircraft quality vinyl lettering. Vinyl lettering reduces the volume of coating materials required for application, thereby reducing the amount of VOC emissions created during coating application.

11.3.2. Aircraft assigned to AFMC but possessed by other commands such as Air Warfare Center (AWC) aircraft will not have AFMC markings.

11.3.3. All newly assigned aircraft will be in compliance with this instruction within 90 days after arrival on station.

11.4. Marking Guidelines. On camouflaged aircraft all flags, insignias, markings, painted, silk-screen or decals can be either flat (matte) finish or gloss markings. However, all like mission design series (MDS) aircraft will be the same configuration. No deviations are authorized.

11.4.1. All markings except US flags, tail stripe, nose art and outstanding unit awards are painted black 37038 unless otherwise specified.

11.4.2. Deviations in marking or decal locations are authorized up to 6 inches from designated locations for C-141, B-52, C-130, (N, (K), (E), C-135 and EC-18 systems.

11.4.3. Apply command insignia to aircraft IAW attachment 1. Organizational insignia is at the discretion/option of the LG commander. Apply the organizational insignia IAW attachment 1. Units with no organizational insignia will apply the next higher level insignia, i.e., wing, command.

11.5. Propeller/Helicopter Rotor Blades/Tail Rotor Markings. Paint propeller tips/rotors for conspicuity. Paint camouflaged helicopter main rotor blade tips as follows:

11.5.1. One blade black and the other white. CH-3/H 53 helicopters - paint the two adjacent blades white. Maintain color bands put on by the contractor on the tips of the main rotor blades along with matching colors on housing.

11.5.2. Different colors are necessary for tracking as well as matching purposes.

11.6. Unit Designator. The application of unit desig-nator is authorized. Any changes to these designators must be coordinated with HQ AFMC/LGMA.

11.7. Tail Stripe. Tail stripes are used to identify an aircraft flight/flying squadron or wing. Each flight/ flying squadron may have a tail stripe unique to the squadron or wing.

11.7.1. On aircraft with multiple vertical stabilizers, the tail stripe is a wraparound style. Stripe will not exceed 6 inch width. Do not place horizontal stripes over apex antenna.

11.8. Pilot and Crew Chief Names. Apply crew chiefs names to all aircraft. A background block or border may be used. The block is a contrasting color to the section of the aircraft where applied. The entire block has a subdued appearance and may be other then rectangular in shape.

11.8.1. Names contain military/civilian rank, first name, initial and last name. Apply lettering style and locations IAW attachment 1 by MDS.

11.9. Conspicuity Markings. Test and test support aircraft may use these markings. AFMC field commanders have the authority to select aircraft for this type of making scheme. Base selection on mission essentially and conform with marking in T.O. 1-1-4, with approval from HQ AFMC/LGM.

11.10. Special Purpose Exterior Solar Resistant Finish. Apply this only to aircraft that have Class II modifications consisting of manned and monitored electronic equipment banks. Do not repaint the aircraft if the modification is removed; wait until next scheduled paint cycle.

11.11. Aircraft Travel Pods. Paint travel pods the same as assigned aircraft, with markings authorized by T.O.'s. Travel pods designated for unit commanders may contain position, name of individual and appropriate insignia. Lettering may be any color and style, but not exceed six inches in height, unit address in contrasting color.

11.11.1. Standardization is the key, mutilcolored aircraft should select one primary color.

11.12. Nose Art. Art is authorized under the following guidelines:

11.12.1. Designs are historical in nature or community/mission related--distinctive, symbolic, and gender neutral.

11.12.2. Designs are reviewed by the JAG and Social Actions for legal, discriminatory and copyright issues.

11.12.3. All nose art must be approved by wing commander and an 8 x 10 inch photo of the art forwarded to HQ AFMC/LGMA. Paints or decals must be compatible with the paint system on the aircraft. Units will use lusterless colors. Camouflage painted aircraft, use only Federal Standard 595 colors; red 31136, blue 35109, black 37038, brown 30111 and orange 32169.

11.12.4. Application, material, and procedures to apply nose art must be coordinated with the structural maintenance section. Applying nose art is left up to the submitter; this is not a function of the structural maintenance section.

11.12.5. Apply approved nose art within these specific areas:

11.12.5.1. C-141 Aircraft. On left side, just aft of nose radome, and no larger than 4 x 4 foot.

11.12.5.2. C-135/C-18 Aircraft. On the left side, just aft of nose radome between B.S. 182.0 and 22.0, and W.L. 162.0 and 210.0 and no larger than 4 x 4 foot.

11.12.5.3. B-52 Aircraft. On left side, below the pilot's windshield, and no larger than 4 x 4 foot.

11.12.5.4. B-1B Aircraft. On the left side, below the pilot's windshield and no larger than 4 x 4 foot.

11.12.5.5. Fighter/Training Aircraft. On left side of the fuselage or the nose gear door and no larger than 2 x 2 foot. All aircraft will be standardized location.

11.12.5.5.1. Bird of prey silhouette on F-15 and F-16 as follows: F-15 silhouette will be placed on the inside of the vertical stabs. Not to exceed 24 inches in height in contrasting gray. F-16 silhouette may be placed anywhere as long as it does not interfere with standard markings and not to exceed 18 inches in height in contrasting gray.

11.13. Aircraft Transfer. Remove all AFMC and organizational insignia/markings before aircraft transfers to another unit or command. To include nose art, aircrew and crew chief names, unit designator, etc.

11.13.1. Aircraft retiring to AMARC need not have any markings removed.

11.14. Waivers. Submit request for waivers to HQ AFMC/LGMA for review and approval. No waivers will be granted in violation of T.O. 1-1-4 and aircraft technical data.

11.14.1. Waivers should include a clear statement of present procedure/marking, clear statement of proposed change, justification, and a drawing if applicable of proposed change and one 8 x 10 inch color photograph with present procedure/marking.

CHARLES H. PEREZ, Brigadier General, USAF
Director of Logistics

Attachment 1

AIRCRAFT MARKINGS

A-10

COMMAND INSIGNIA: 18 inches.

Located both sides of vertical stabilizer, 9 inches aft of leading edge and centered on tail designator (ET or ED) and tail stripe.

ORGANIZATIONAL INSIGNIA: 18 inches.

1 inch aft of panel F-16 and 1/2 inch above F-18 panel.

TAIL STRIPE: No more than 6 inches wide. Align with bottom seam of fin cap.

UNIT DESIGNATOR: 24 inch letters.

Level with center rudder hinge panel.

CREW CHIEF NAMES: Not to exceed 1 3/4 inch block letters.

Pilot: Under left windscreen beginning at fuselage station (FS) 188.92.

Crew Chief: Directly below pilot name.

B-1B

COMMAND INSIGNIA: 18 inches.

Centered on the vertical stabilizer, and centered between the unit designator and the upper most part of the vertical stabilizer.

ORGANIZATIONAL INSIGNIA: 18 inches.

Will be placed 6 inches below and centered on the defensive system operator window on the left side and the offensive system operator window on the right side.

UNIT DESIGNATOR: 24 inches.

Letters (ED) will be centered on the vertical stabilizer, 10 inches above the call numbers.

CALL NUMBERS:

Will be applied in accordance with aircraft technical order.

***NOTE.** All paint used will be in accordance with FED STD 595, light gray 36118.

B-52

COMMAND INSIGNIA: 36 inches.

18 inches below and centered on the first number of the radio call number from the leading edge. Left and right side of the vertical stabilizer.

ORGANIZATIONAL INSIGNIA: 36 inches.

Place 6 inches aft of the three static sensors, and 6 inches below the pitot tube.

UNIT DESIGNATOR: 36 inches.

18 inches below the command insignia with the (ED) centered on the command insignia.

C-17

COMMAND INSIGNIA: 18 inches.

18 inch AFMC insignia located above and centered above unit designator.

ORGANIZATIONAL INSIGNIA: 18 inches.

18 inch, 412 test wing insignia located on left side of fuselage.

Vertical Station - Z 200.000.

Horizontal Station - Y 450.250.

18 inch AFFTC insignia located on right side of fuselage.

Vertical Station - Z 200.000.

Horizontal Station - Y 450.250.

UNIT DESIGNATOR: 36 inch block letters.

36 inch block letters "ED" located 40 inches above fuselage and centered between leading edge and trailing edge of the vertical stabilizer.

TAIL NUMBER (per T.O. 1-1-4, Fig D-65): 15 inch block letters. 15 inch block letters located below and centered on unit designator.

CREW CHIEF NAMES: 1 3/4 inch block letters.

1 3/4 inch block letters located 6 inches above and centered over the crew entry door.

C-18

COMMAND INSIGNIA: 36 inches.

Left side of aircraft.

Vertical Station: F.S. 460.

Horizontal Station: W.L. 208.1.

*ORGANIZATIONAL INSIGNIA: 36 inches.

Right side of aircraft.

Vertical Station: F.S. 460.

Horizontal Station: W.L. 208.1.

TAIL STRIPE: 28 inches wide.

20 inch blue stripe.

4 inch yellow top and bottom.

COMMAND LETTERS: (AFMC) 12 inch letters centered in blue stripe.

CREW CHIEF NAMES: Not to exceed 1 3/4 inch block letters.

Bottom of crew entrance door. Centered on a black background that will accommodate the lettering.

***NOTE.** Due to uniqueness of the nose of these aircraft, units may use 24 inch command insignia. Organization insignia is also at unit discretion; however, maintain uniformity of location on all MDS.

**The use of solar resistant finishes are authorized for all ARIA aircraft.

C-130

COMMAND INSIGNIA: 36 inches.

Located 18 inches above and centered on the unit designator, on the left and right sides of the vertical stabilizer.

ORGANIZATIONAL INSIGNIA: 36 inches.

Vertical Station: F.S. 277.0.

Horizontal Station: W.L. 207.5 on both left and right sides of the fuselage.

TAIL STRIPE:

Centered between the command insignia and the upper most portion of the stabilizer 8 inches wide.

CALL NUMBERS:

10 inches above fuselage and 7.0 inches below and centered on unit designator, in accordance with T.O. 1-1-4, page D-84, figure D-76.

CREW CHIEF NAMES: Not to exceed 1 3/4 inch block letters.

Vertical Station: F.S. 105.

Horizontal Station: W.L. 194.

C/EC/KC/NKC-135

*COMMAND INSIGNIA: 24/36 inches.

Left side of fuselage.

Vertical Station: F.S. 223.8.

Horizontal Station: W.L. 200.0.

ORGANIZATIONAL INSIGNIA: Applied as the command insignia on the right side.

TAIL STRIPE: 28 inches wide.

20 inch blue stripe.

4 inch yellow stripe top and bottom.

COMMAND LETTERS: (AFMC) 12 inch letters centered in blue stripe

CREW CHIEF NAMES: Not to exceed 1 3/4 inch block letters. Above crew entrance door. Centered on a black background that will accommodate the lettering.

*__NOTE.__ Organization locate insignia at your discretion. Maintain uniformity on all MDS.

**The use of solar resistant finishes are authorized for our special purpose aircraft.

C-141

COMMAND INSIGNIA: 36 inches.

Left side of fuselage.

Vertical Station: F.S. 320.0.

Horizontal Station: W.L. 190.0.

ORGANIZATIONAL INSIGNIA: 36 inches.

Right side of aircraft.

Vertical Station: F.S. 320.0.

Horizontal Station: W.L. 190.0.

TAIL STRIPE: 28 inches wide.

20 inch blue stripe.

4 inch yellow stripe top and bottom.

COMMAND LETTERS: (AFMC) 12 inch letters centered in blue stripe.

CREW CHIEF NAMES: Not to exceed 1 3/4 inch block letters.

Centered on a black background that will accommodate the lettering. Forward/top edge of background is at W.L. 182.0 and F.S. 414.0.

F-15

COMMAND INSIGNIA: 18 inches.

Centered between tall stripe and unit designator on outboard sides of both vertical stabilizers.

*ORGANIZATIONAL INSIGNIA: 18 inches.

Vertical Station: Bottom of insignia on W.L. 100.0.

Horizontal Station: Forward edge of insignia on F.S. 458.0. Directly below lower light assembly, applied to both vertical stabilizers on outboard sides only. Tail flashing not to exceed 6 inch width and applied to both sides of vertical stabilizers (inboard and outboard).

UNIT DESIGNATOR: Top letters even with top of rudder and centered on vertical stabilizer.

CREW NAMES: 1 3/4 inch block letters.

Pilot: Centered on left windscreen frame.

Crew Chief: Centered on right windscreen frame.

***NOTE.** F-15E Aircraft. Aircraft with conformal fuel tanks installed. Forward edge organizational insignia 18 inches, bottom of insignia at W.L. 110.0, horizontal station: F.S. 454.00.

F-16

COMMAND INSIGNIA: 18 inches.

22 inches below top of vertical stabilizer and centered. Applied to both sides.

*ORGANIZATIONAL INSIGNIA: 10 inches.

Place directly above panels 2409 and 2406, 2 inches above the seam and 7 inches aft of the forward seam. Because of silk screening this area is not accessible; currently doing 1 inch down and 1 inch aft on panel 3302.

TAIL STRIPE: 6 inch maximum width.

10 inches below top of vertical stab.

UNIT DESIGNATOR: 41 inches below top of vertical stabilizer and centered.

CREW NAMES: 2 inch block letters.

Pilot Name: Centered on left canopy rail.

Crew Chief Name: Centered on right canopy rail.

***NOTE.** F-16B and D models only.

ORGANIZATIONAL INSIGNIA:

Place on panels 3301-3302 L and R 1 inch under top seam and 1 inch aft forward seam (because of silk screen size).

F-111

COMMAND INSIGNIA: 18 inches.

12 inches forward and centered on the unit designator.

ORGANIZATIONAL INSIGNIA: 18 inches.

Vertical Station: W.L. 165.

Horizontal Station: F.S. 285. Placed on both sides.

TAIL STRIPE: 6 inch maximum width.

Top of stripe even with top of rudder.

UNIT DESIGNATOR: 36 inches down from top of vertical stabilizer and centered.

CREW NAMES: Not to exceed 2 inch block letters.

Pilot and Weapons System Officer: Centered on the left nose landing gear door.

Crew Chief and Assistant Crew Chief: Centered on the right nose landing gear door.

T-38

COMMAND INSIGNIA: 18 inch insignia applied to both sides of vertical stabilizer, 1inch below and centered on unit designator.

ORGANIZATIONAL INSIGNIA:

10 inch insignia applied to both sides of the fuselage.

3 inches aft of leading edge of the first backbone panel and 1 inch above lower edge of backbone panel.

TAIL STRIPE: 6 inches maximum width, 12 inches below top of fin cap.

UNIT DESIGNATOR: 12 inches below tail stripe and centered on vertical stabilizer.

*CREW NAMES: Not to exceed 1 3/4 inch block letters.

Both canopy rails painted blue.

Pilot Name: Centered on left canopy rail.

Crew Chief Name: Centered on right canopy rail.

***NOTE.** 586 FLTS aircraft are painted with a two tone gray paint scheme. Crew names may be contrast gray color.

T-39

COMMAND INSIGNIA: 18 inch insignia applied on the left side of the fuselage. 6 inches aft and aligned with top seam of crew entrance door.

ORGANIZATIONAL INSIGNIA: If applied, do the same as the command insignia except on the right side of the fuselage.

TAIL STRIPE: 8 inch wide blue stripe with 1 inch wide top and bottom yellow border.

Centered between call numbers and top of vertical stabilizer.

COMMAND LETTERS: (AFMC) 6 inch letters centered in blue stripe.

CREW CHIEF NAMES: 1 inch block letters.

1 inch above bottom edge and centered on left nose gear door.

H-1

COMMAND INSIGNIA: 10 inch insignia, left side of aircraft on post and centered between pilot's door and aft cargo door, even with pilot's door handle.

ORGANIZATIONAL INSIGNIA: 10 inch insignia, left side of the aircraft.

Vertical Station: W.L. 33. on forward cargo door, centered and even with command insignia

Horizontal Station: F.S. 80.

TAIL STRIPE: 6 inches maximum width. 6 inches below top of tail rotor boom.

UNIT DESIGNATOR: 10 inch insignia IAW T.O. 1-1-4, figure D-77, page D-85.

CREW CHIEF NAMES: 2 inch block letters. 2 inches below crew door window and centered on door.

NOTE. Organizational insignia and unit designator markings need to be 10 inch due to aircraft size. These markings will not fit due to area not being large enough and fasteners in the way will detract from overall appearance.